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PHOTOGRAPHIC INTERPRETATION REPORT



~~TOP SECRET~~  
**SOUTHEAST ASIA  
ACTIVITY REPORT**

**SELECTED TRANSPORTATION  
AND INFILTRATION  
COMPENDIUM  
22-28 SEPTEMBER 1966**

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NPIC/R-344/66  
SEPTEMBER 1966

SUMMARY NO 21

Declass Review By NIMA/DOD

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This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

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## PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

[REDACTED]

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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2. Current Status of the Vinh/Dong Hoi Rail Line, North Vietnam

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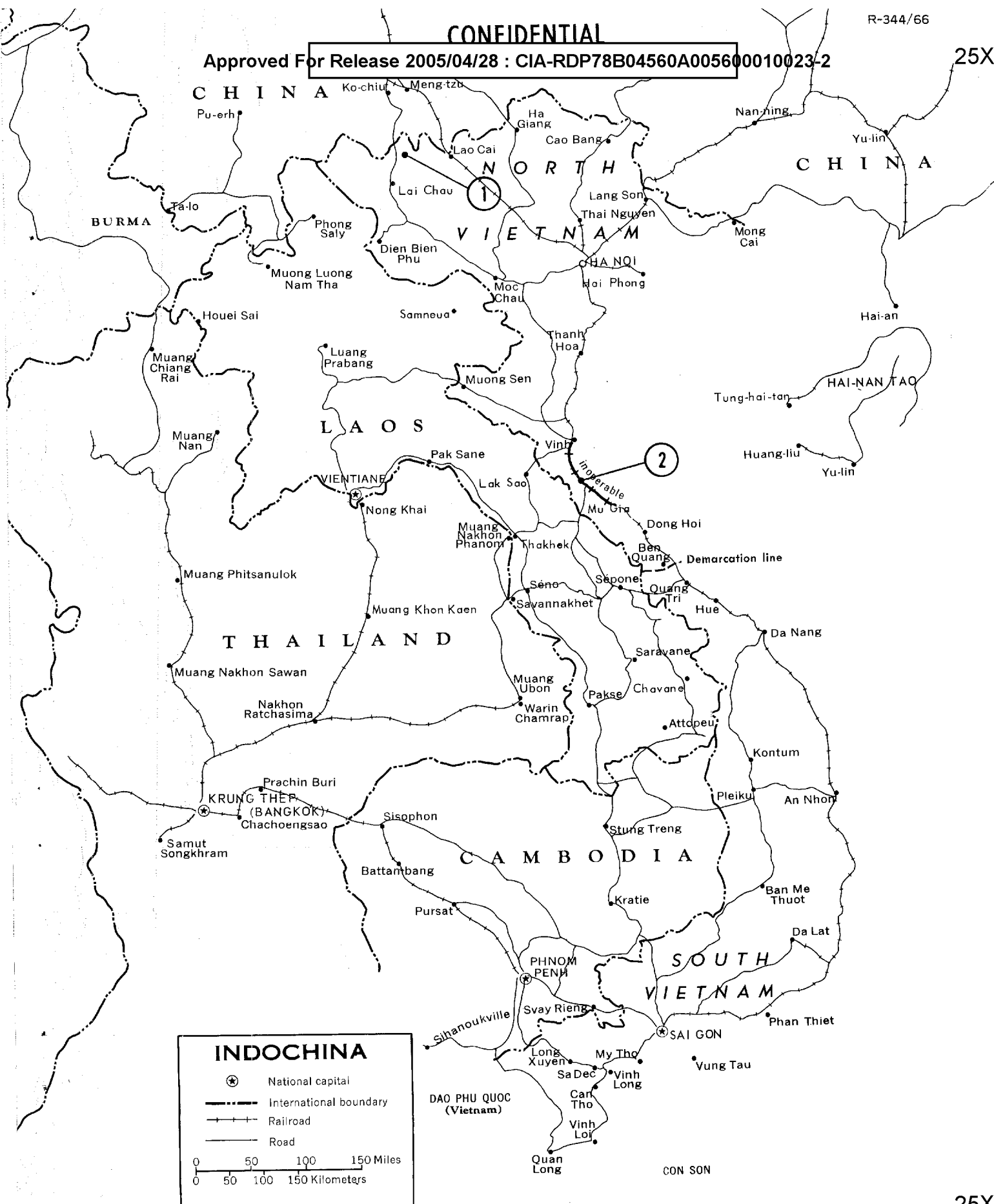
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INDOCHINA

★ National capital

--- International boundary

+ + + Railroad

— Road

0 50 100 150 Miles  
0 50 100 150 Kilometers

NAMES AND BOUNDARY REPRESENTATION  
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1. Probable Military Facilities in the Phong Tho Area, North Vietnam

Eight storage facilities/military camps have been observed along Routes 604 and 132 in the Phong Tho area of North Vietnam, approximately 8 nm from the China border (Figure 1). These facilities are in addition to the 20 facilities, predominately storage, previously identified by NPIC on Route 6 between Lai Chau and the China border and south of Lai Chau on Routes 4, 6, and 191 (Summary 19, Item 1). The new areas, located from 20-32N 103-16E to 22-31N 103-21E, contain a total of at least 146 dispersed buildings; three areas contain vehicle parking slots.

A truck park 4.4 nm west of Phong Tho at 20-32N 103-17E (UTM UK236930) contains one cargo truck, two possible trucks, and several vehicle parking slots (Figure 2). Two trucks are observed on Route 604 traveling in opposite directions, 1.6 nm south of the truck park at 20-30N 103-16E (UTM UK224902).

A truck park and probable storage area 1.4 nm southwest of Phong Tho at 22-30N 103-20E (UTM UK299901) contains at least one probable storage building and four cargo trucks (Figure 3).

A truck park and probable storage area 3.8 nm west-northwest of Phong Tho at 20-32N 103-17E (UTM UK248935) contains at least six dispersed, probable storage buildings, three cargo trucks, and numerous vehicle parking slots (Figure 4).

A road-served probable storage area 3.5 nm west-northwest of Phong Tho at 20-32N 103-18E (UTM UK253933) contains at least seven dispersed, probable storage buildings (Figure 5).

A large, irregularly shaped probable military camp and storage area located on both sides of Route 604 and 1.9 nm west-southwest of Phong Tho at 22-31N 103-20E (UTM UK285907) contains at least 65 dispersed buildings and 15 vehicle parking slots (Figure 6).

A road-served military camp and probable storage area 1.2 nm southwest of Phong Tho at 22-30N 103-21E (UTM UK304906) contains at least 15 dispersed buildings, two possible trucks, and personnel trenching (Figure 7).

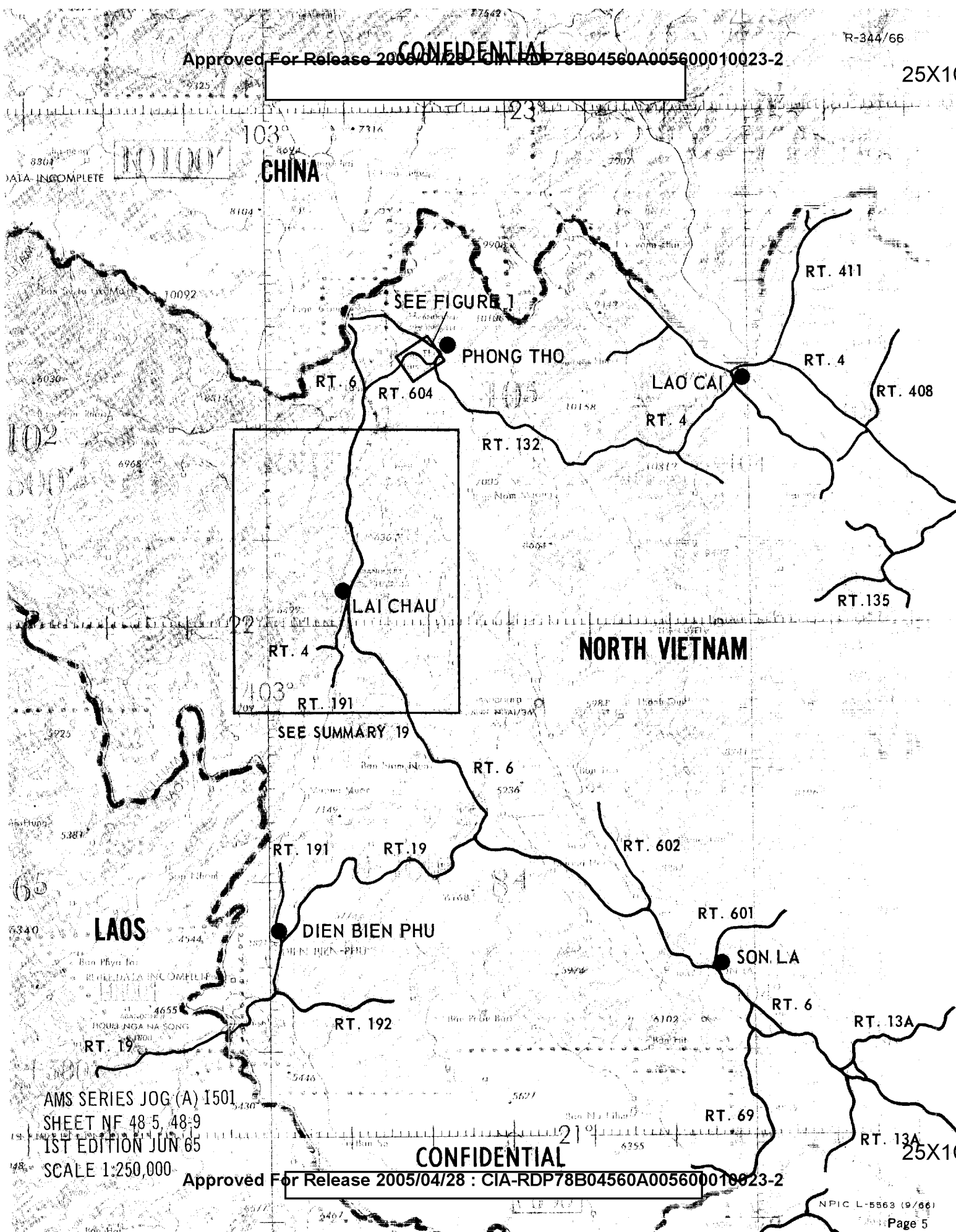
A road-served probable storage area 0.9 nm west of Phong Tho at 22-31N 103-21E (UTM UK302921) contains at least 17 dispersed buildings (Figure 8).

A road-served probable construction camp 2.2 nm south-southwest of Phong Tho at 22-29N 103-20E (UTM UK302885) contains at least 35 dispersed buildings.

NPIC Cable Cite 8605, DTG 280031Z, Sep 66  
NPIC Briefing Board L-1973

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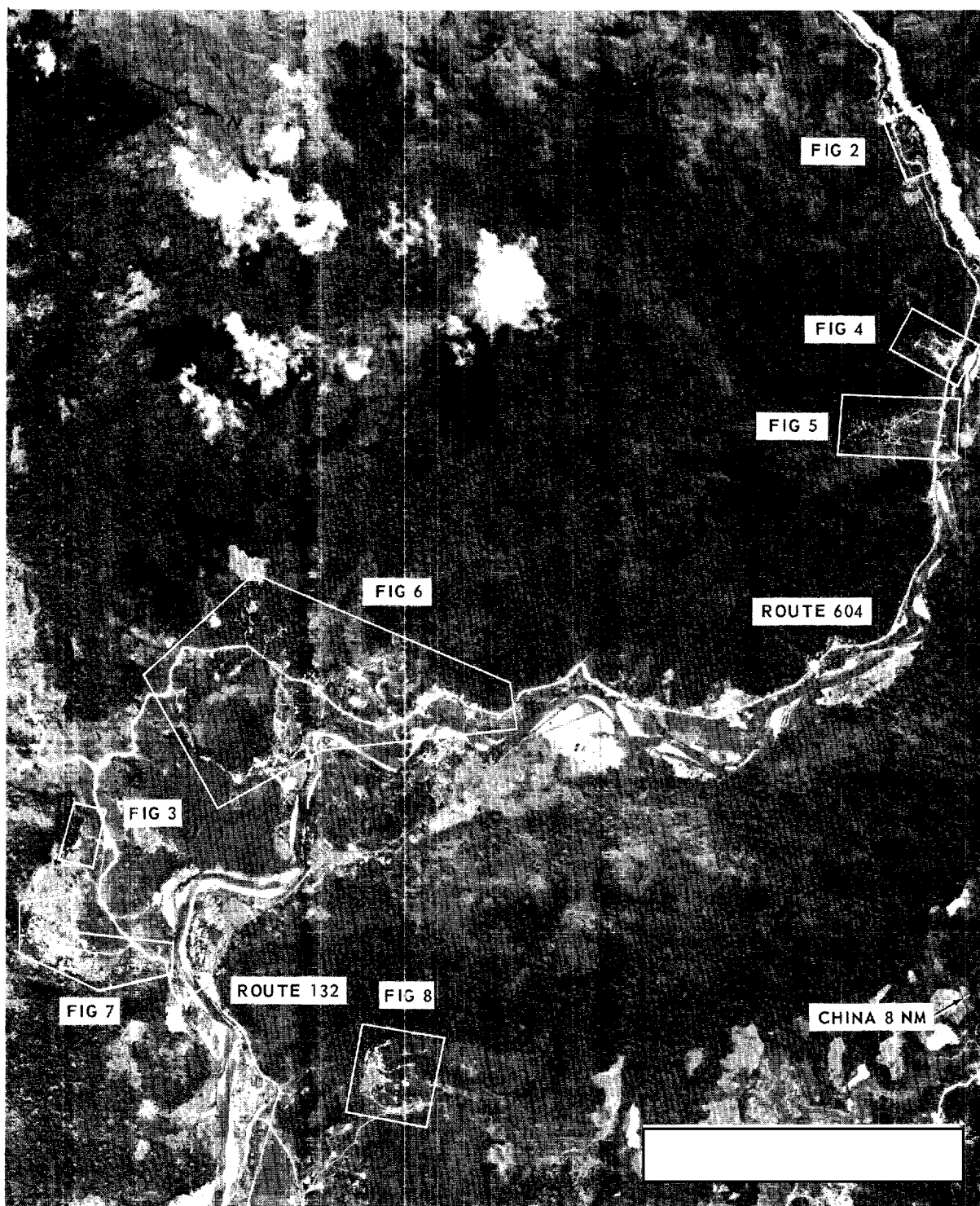
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NPIC L-564 (9/66)

FIGURE 1. PROBABLE MILITARY FACILITIES, PHONG THO AREA, NORTH VIETNAM.

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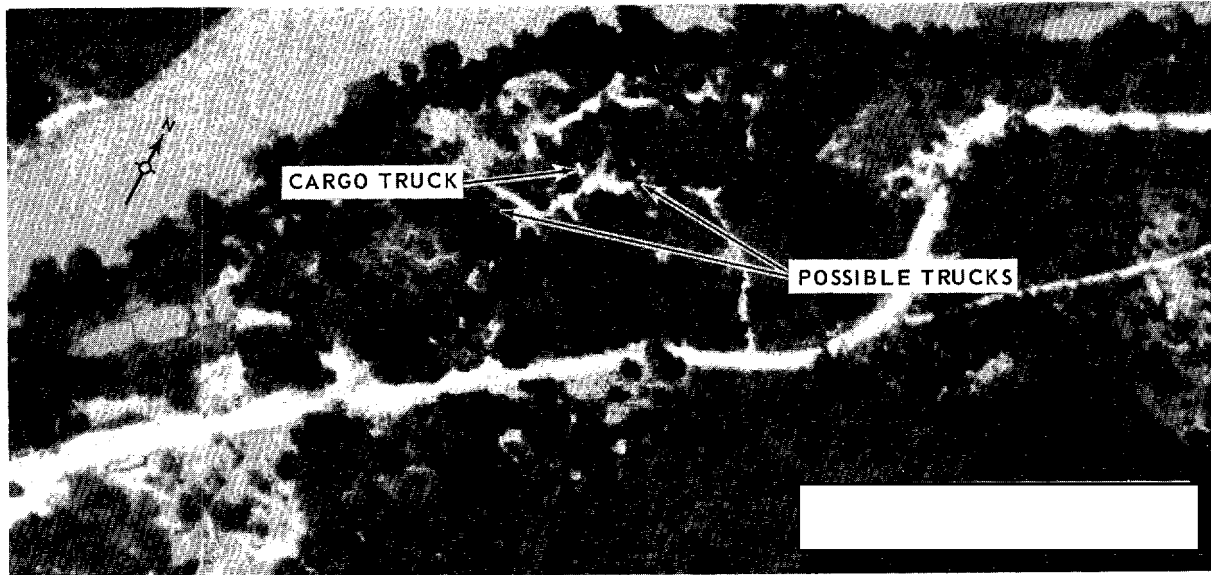
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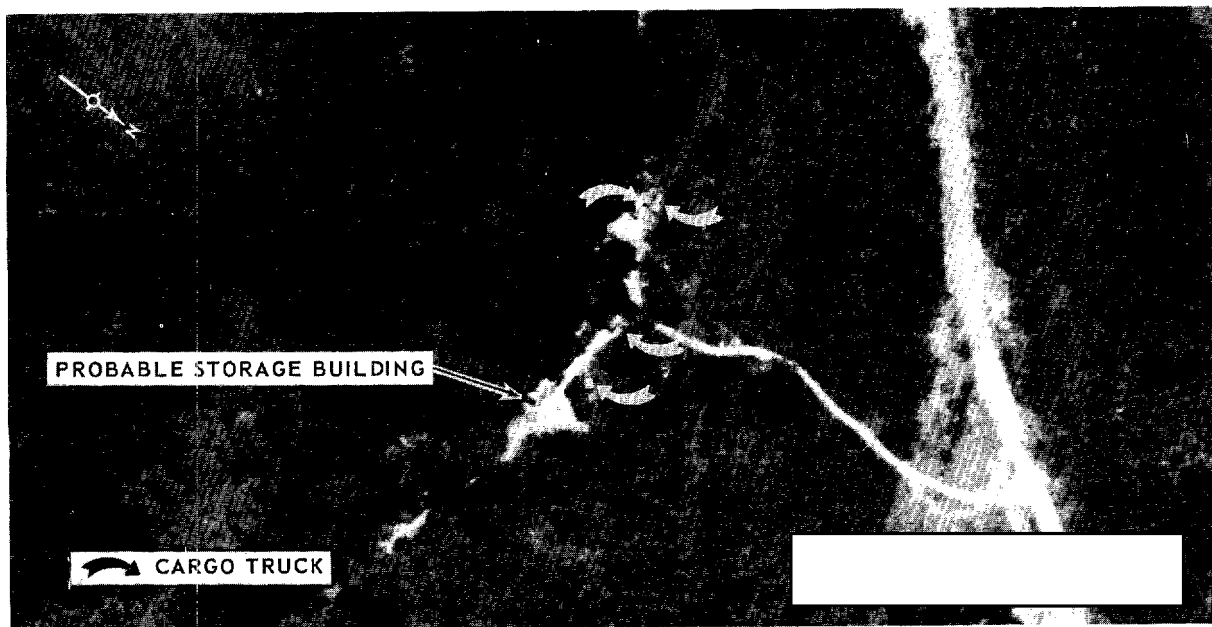
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NPIC L-5565 (9/66)

FIGURE 2. TRUCK PARK, ROUTE 604, NORTH VIETNAM.

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NPIC L-5566 (9/66)

FIGURE 3. TRUCK PARK AND PROBABLE STORAGE AREA, ROUTE 132, NORTH VIETNAM.

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FIGURE 4. TRUCK PARK AND PROBABLE STORAGE AREA, ROUTE 604, NORTH VIETNAM.

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FIGURE 5. PROBABLE STORAGE AREA, ROUTE 604, NORTH VIETNAM.

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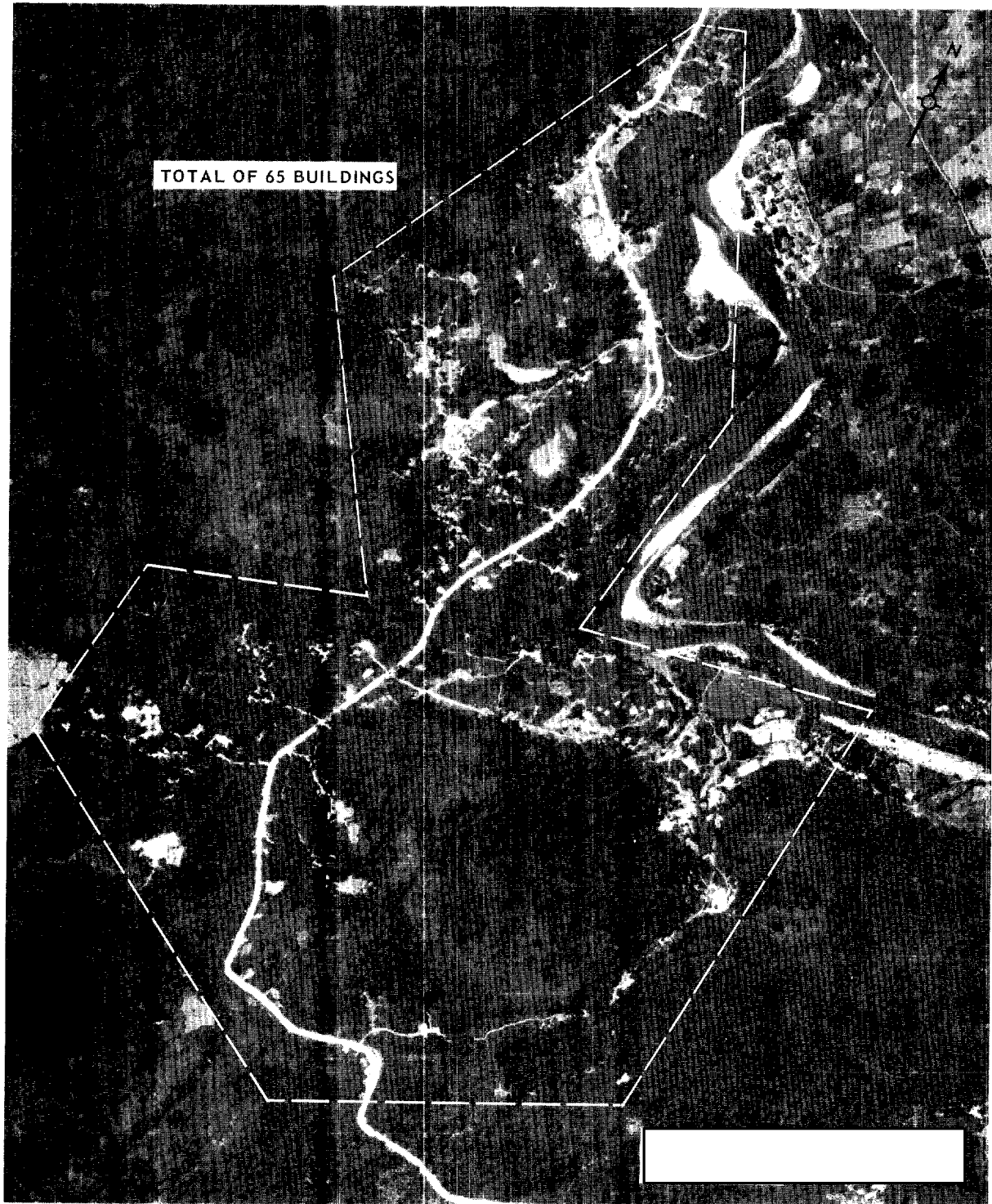


FIGURE 6. PROBABLE MILITARY CAMP AND STORAGE AREA COMPLEX,  
ROUTE 604, NORTH VIETNAM.

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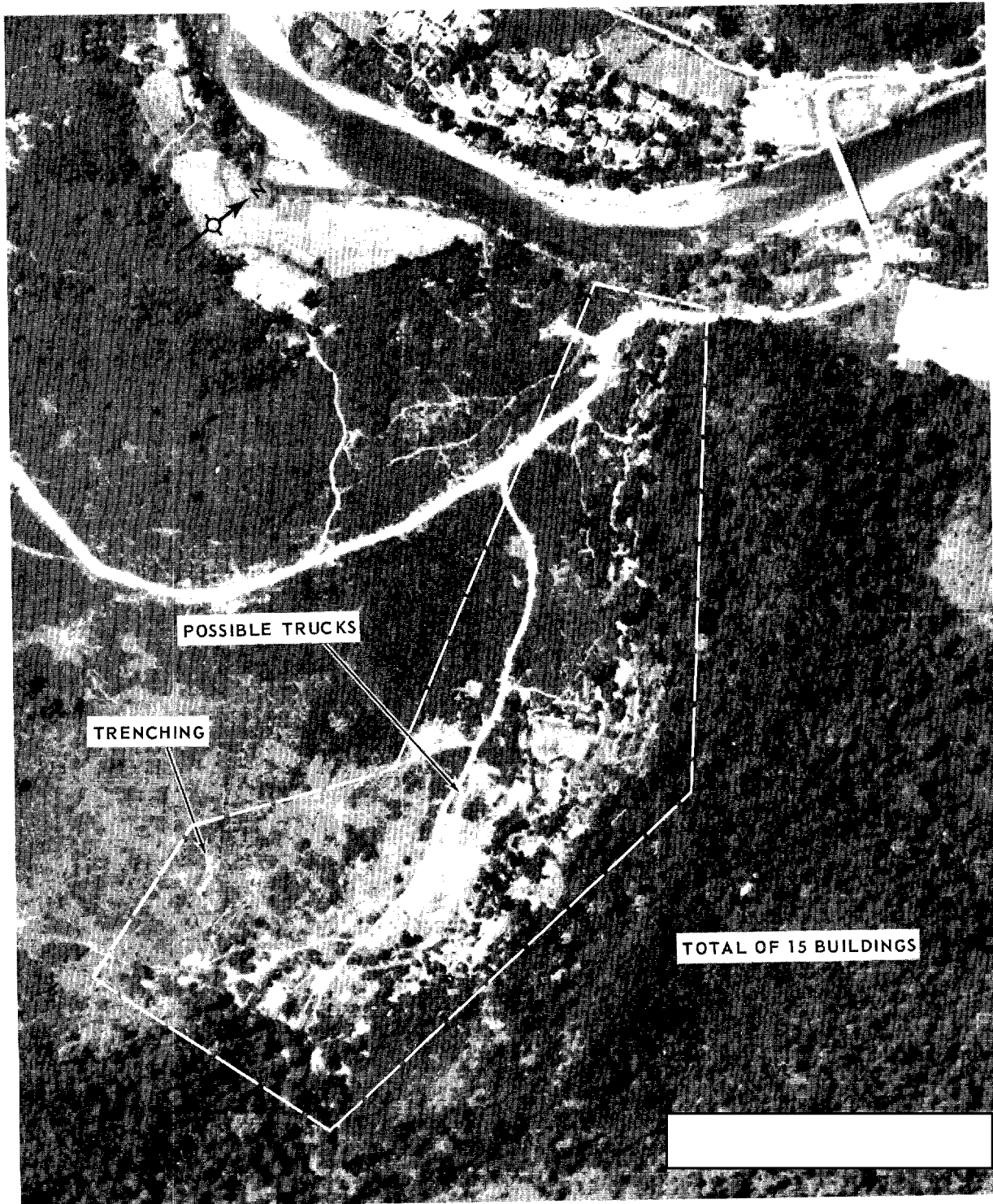
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FIGURE 7. MILITARY CAMP AND PROBABLE STORAGE AREA, ROUTE 132, NORTH VIETNAM.

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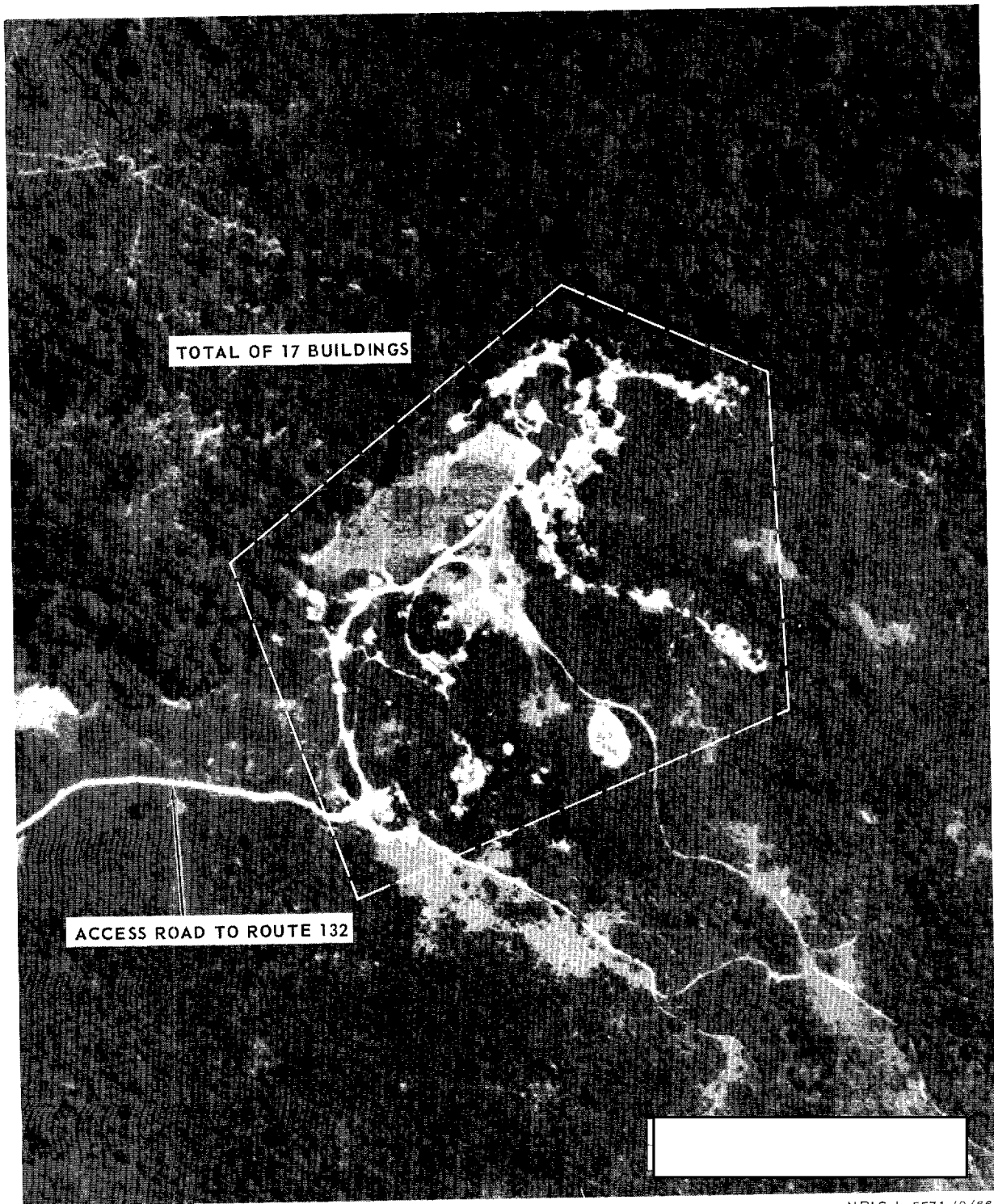
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FIGURE 8. PROBABLE STORAGE AREA, ROUTE 132, NORTH VIETNAM.

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## 2. Current Status of the Vinh/Dong Hoi Rail Line, North Vietnam

Reconstruction of the Vinh/Dong Hoi Rail Line continues with an obvious emphasis on the construction of river and stream crossings. Track is being laid at a pace well below the construction rate permissible in an area of pre-existing railbeds and railroad tunnels (Figure 16), however this probably reflects the difficulties encountered in constructing an adequate river crossing at Thuong Phong Trang. [REDACTED] a total of only 1.4 nm of track was laid from UTM XE067795 to XE286778 (Figure 15).

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The most significant operational change in the rail line since its status was reported in Summary 15 is the construction of a new transshipment point on the Ngan Sau Giang (river), 900 meters east of the destroyed Xom Hoai Railroad and Highway Bridge over the Rao No [REDACTED] at UTM WF685217, where a rail spur is nearing completion (Figure 12). The construction of a by-pass around the Xom Hoai bridge has been abandoned and the railbed is partially overgrown. There has been no attempt to maintain the rail line north of this point, and the previously reported transshipment point at the destroyed Trai Hoi Railroad Bridge over the Ngan Sau [REDACTED] at UTM WF651299 has been abandoned (Figure 11). Therefore, this new transshipment area is apparently being developed as the northern terminus of the rail line and waterborne transportation will apparently be used between this point and the Ben Thuy port facilities, located 2 nm southeast of Vinh (Figures 9 and 10).

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Reconstruction of the severely damaged cable bridge at the destroyed Xom Khe Railroad Bridge over the Khe Net [REDACTED] at UTM WE987877 was complete on [REDACTED] and it is now serviceable for transloading operations (Figure 13). Construction of a new rail spur northeast of the bridge from the main line to the vicinity of two tramways indicates that the tramways, previously thought limited to a construction function, will probably augment transloading operations at the cable bridge. A possible specially constructed rail car was observed on the spur. Construction has been abandoned on the previously reported by-pass.

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The major natural obstacle to the progress of the rail line reconstruction between the new transshipment point and Dong Hoi is the Rao Nay (river) in the vicinity of Thuong Phong Trang. Construction of a railroad cable bridge southeast of the destroyed Thuong Phong Trang Railroad Bridge over the Rao Nay [REDACTED] at UTM XE064801 was first observed on photography of [REDACTED] (Summary 15). Six A-frames were in place on [REDACTED] (Summary 17). Although no additional supports had been erected by [REDACTED] (Figure 14), this does not accurately reflect the current construction status. Cables are taut, foundations for the remaining A-frames are positioned, and a par-

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NORTH VIETNAM

VINH

FIG 9

FIG 10

FIG 11

FIG 12

FIG 13

FIG 14

FIG 15

FIG 16

DONG HOI

LAOS

----- ABANDONED RAIL LINE RECONSTRUCTION  
+ + + ABANDONED RAIL LINE  
+ + + OPERATIONAL RAIL LINE  
..... ABANDONED RAILBED OF FRENCH RAIL LINE

USAF ONC SHEET J-11

5TH EDITION, DEC 1965

SCALE 1:1,000,000

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tially concealed probable rail decking is in line with the bridge on the north bank. Relatively little effort is required to erect the remaining A-frames and to position the decking. Completion of the bridge therefore probably depends on completion of the by-pass approaches. Two small cable bridges have been constructed on the northern by-pass, but track has not been laid. Three operational tramways (two shown in Figure 14) served by the main line are located northwest of the destroyed Thuong Phong Trang bridge. Two small rail cars are partially concealed on the main line south of the tramways. There has been no significant change in the status of the additional probable railroad cable bridge under construction at UTM XE075798 since it was reported in Summary 19.

The remaining river and stream crossings do not presently affect the operational status of the reconstructed rail line. The cable bridge at the Dong Bai Railroad Bridge North over the Sang Tiem [REDACTED] at UTM WF760085 is serviceable (Summary 20). The La Khe Thon Railroad Bridge over the Ngan Sau [REDACTED] at UTM WE870973 remains unserviceable and the by-pass construction has been abandoned; however, the active ford permits transloading. The Bai Duc Thon Railroad Bridge South over the Khe Ba Giang [REDACTED] at UTM WE884963 was serviceable on [REDACTED] and the cable bridge at the destroyed Kim Lu Xa Railroad Bridge over the Khe Danh [REDACTED] at UTM XE020849 was serviceable on [REDACTED]. A by-pass also under construction in the Kim Lu Xa area.

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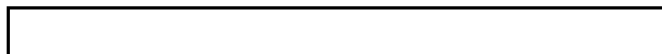
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NPIC Cable Cites 8383, DTG 072006Z, Sep 66; 8444, DTG 122139Z, Sep 66; 8586, DTG 270026Z, Sep 66  
NPIC Briefing Board L-1871

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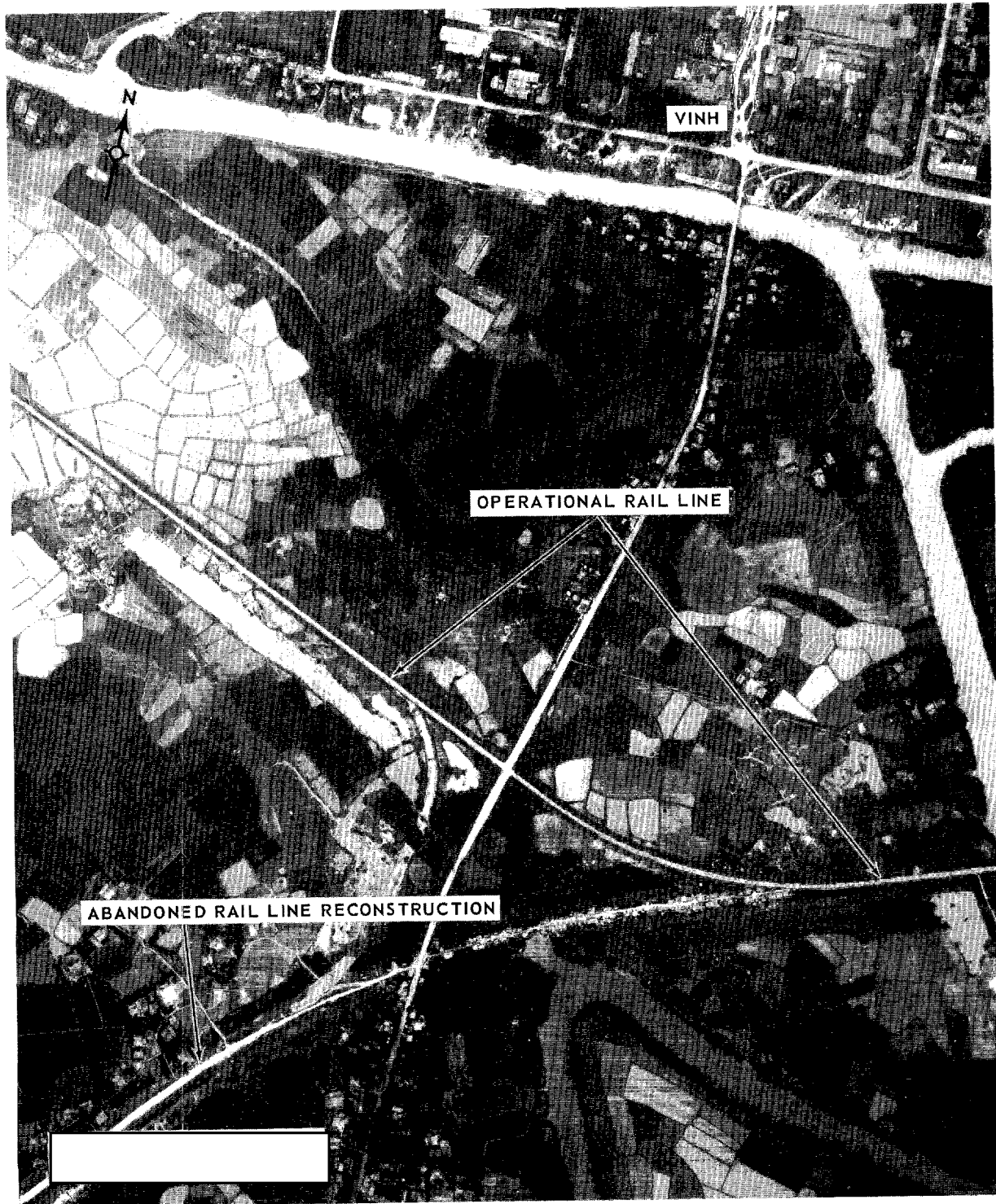




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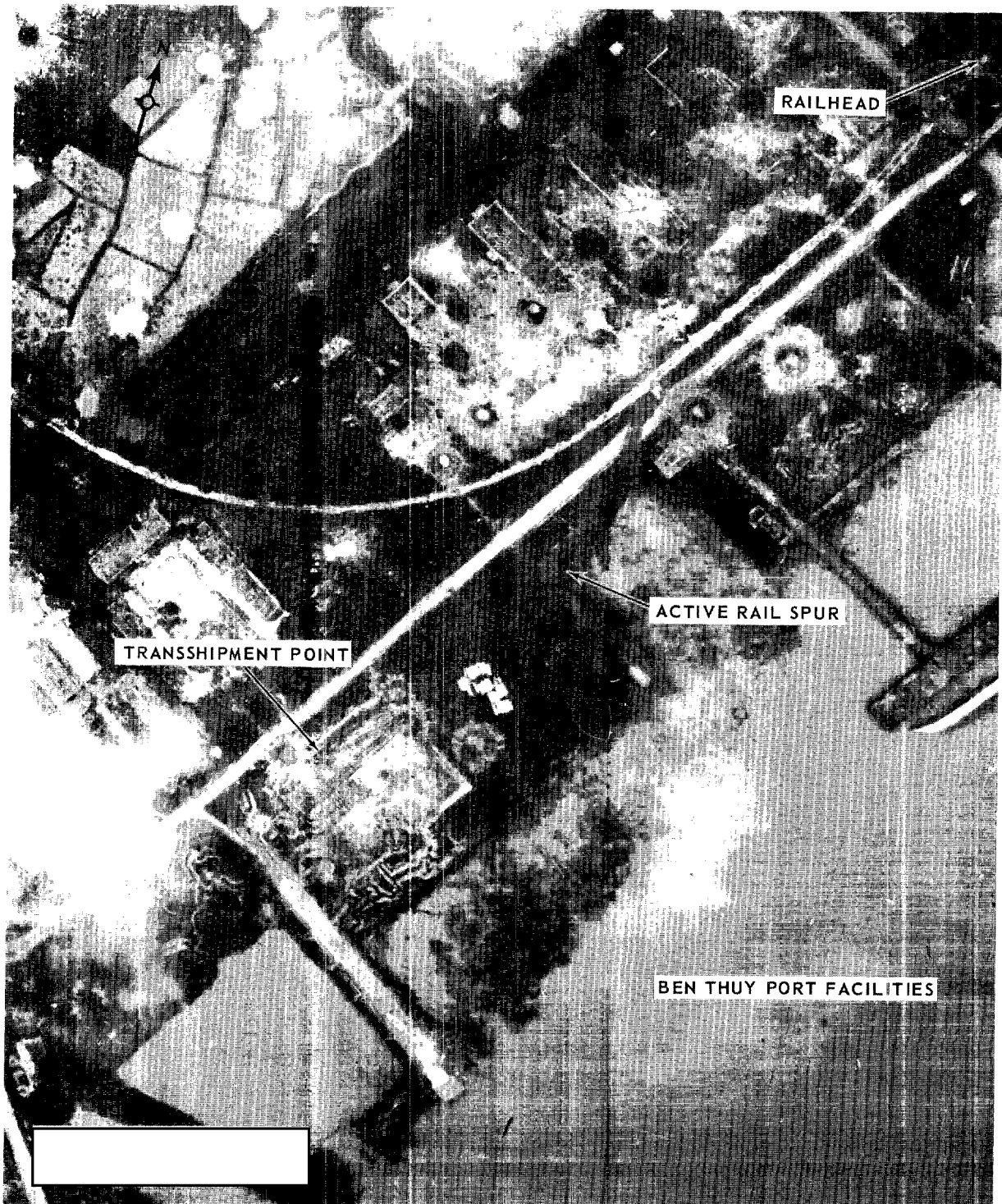
FIGURE 9. OPERATIONAL RAIL LINE, VINH AREA, NORTH VIETNAM.

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FIGURE 10. RAILROAD TRANSSHIPMENT POINT, VINH AREA, NORTH VIETNAM.

NPIC L 5574 (9/66)

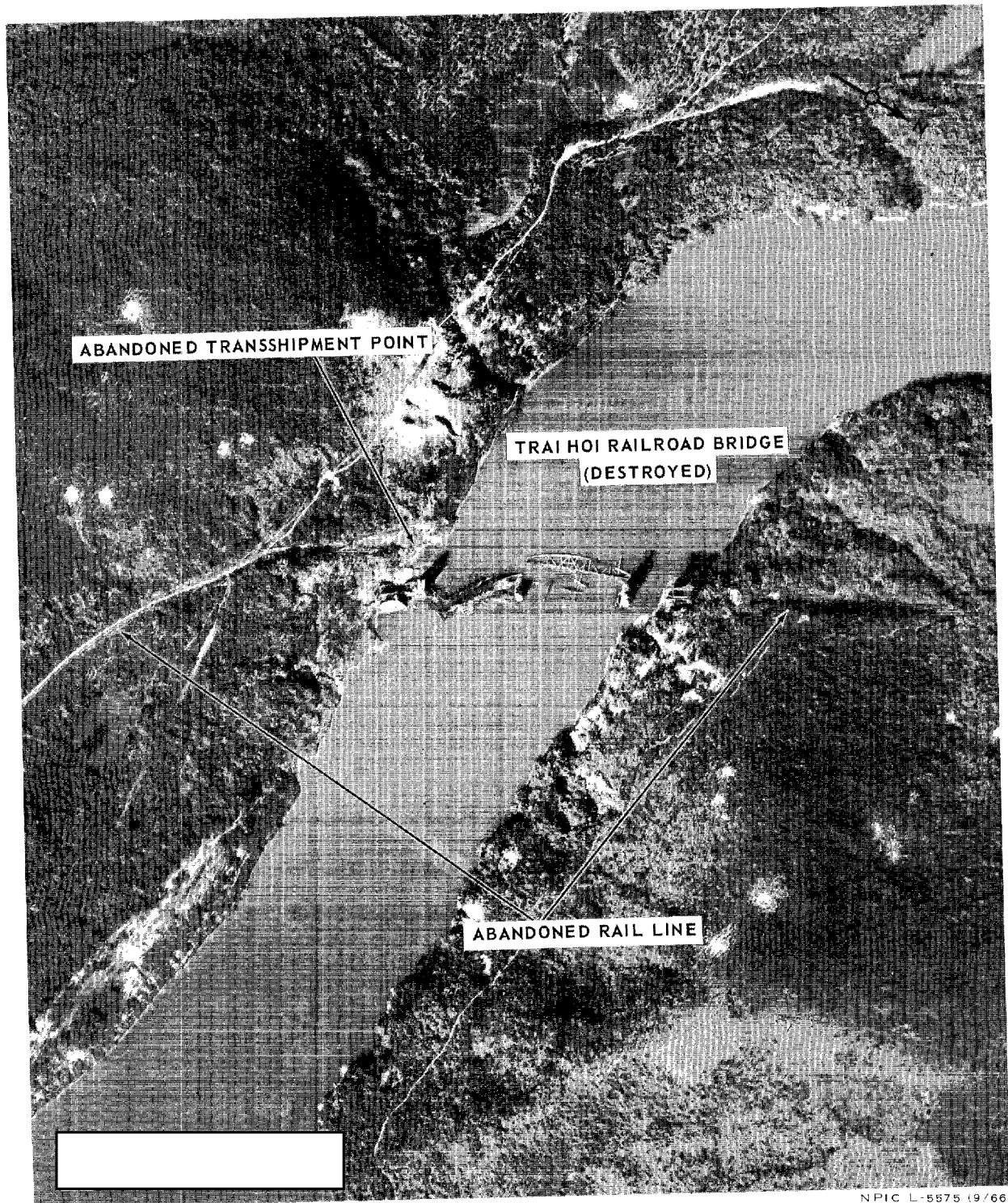
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FIGURE 11. ABANDONED RAIL SEGMENTS, VINH/DONG HOI RAIL LINE, NORTH VIETNAM.

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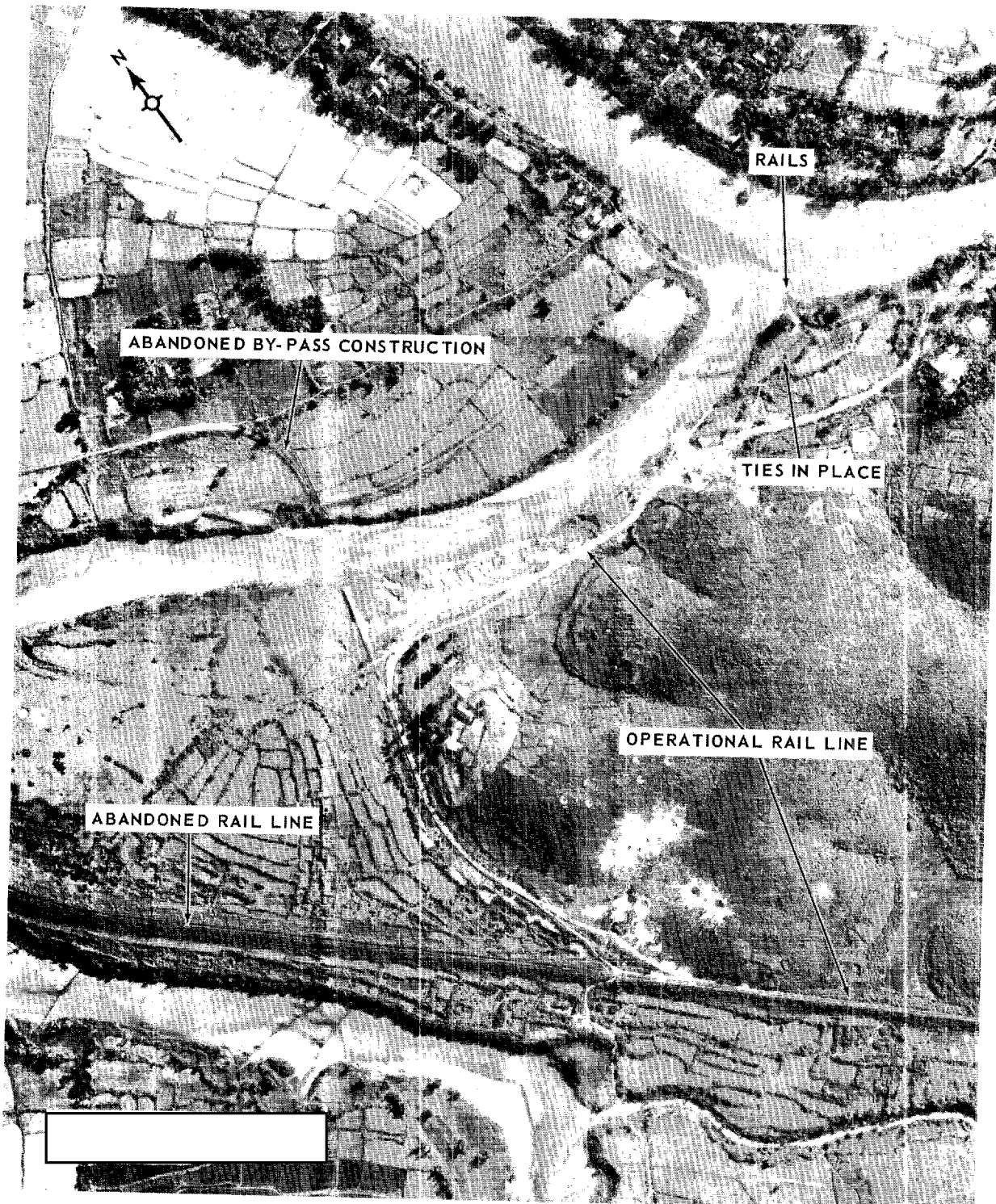


FIGURE 12. TRANSSHIPMENT POINT, VINH/DONG HOI RAIL LINE, NORTH VIETNAM.

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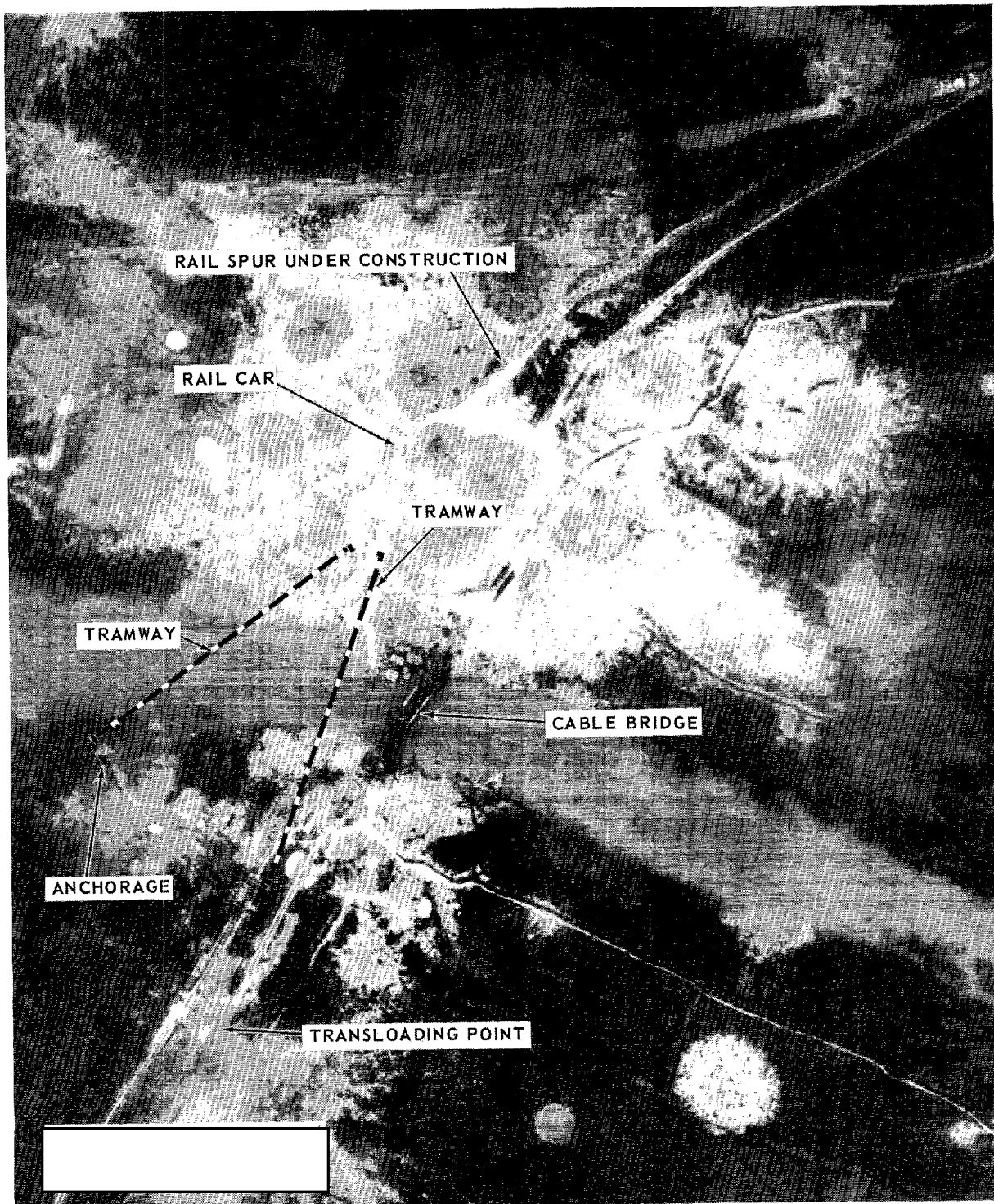


FIGURE 13. RAILROAD CABLE BRIDGE, VINH/DONG HOI RAIL LINE, NORTH VIETNAM.

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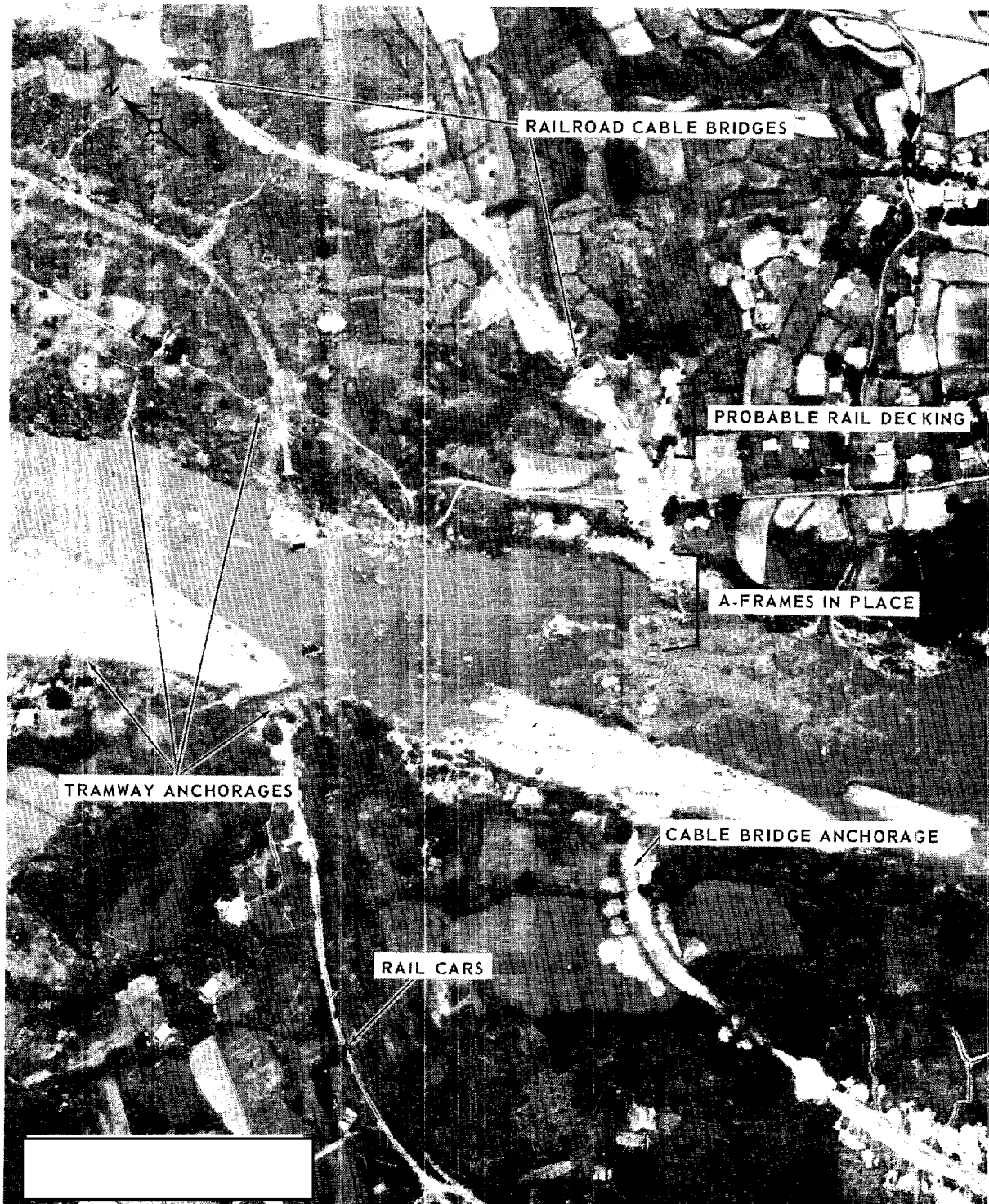


FIGURE 14. RAILROAD CABLE BRIDGE UNDER CONSTRUCTION AND ASSOCIATED ACTIVITY, VINH/DONG HOI RAIL LINE, NORTH VIETNAM.

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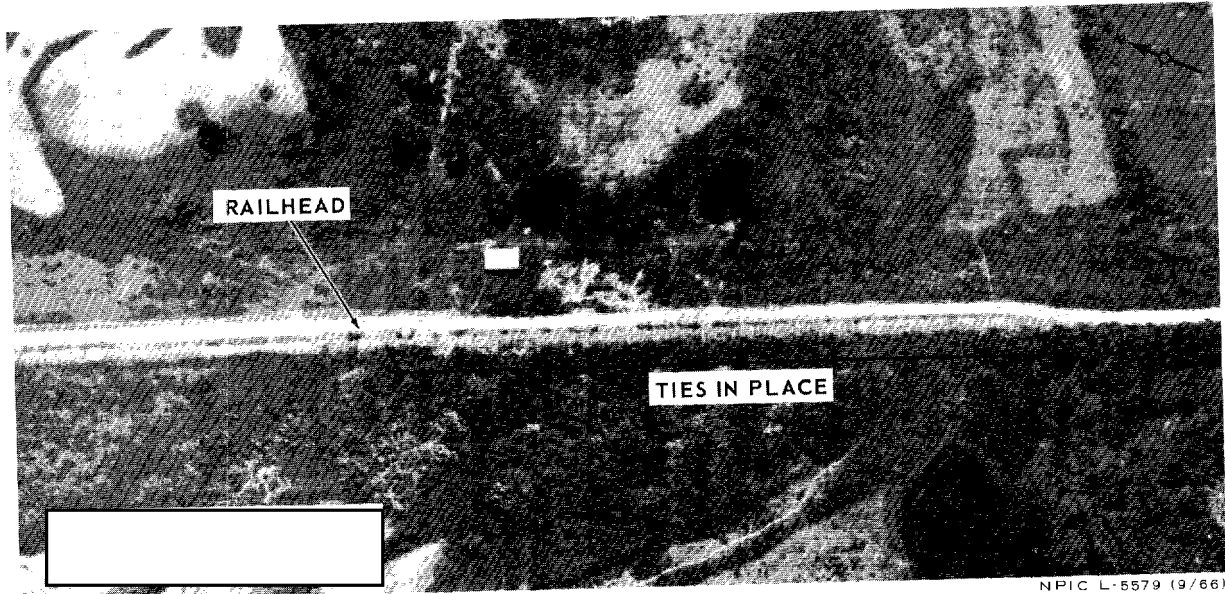
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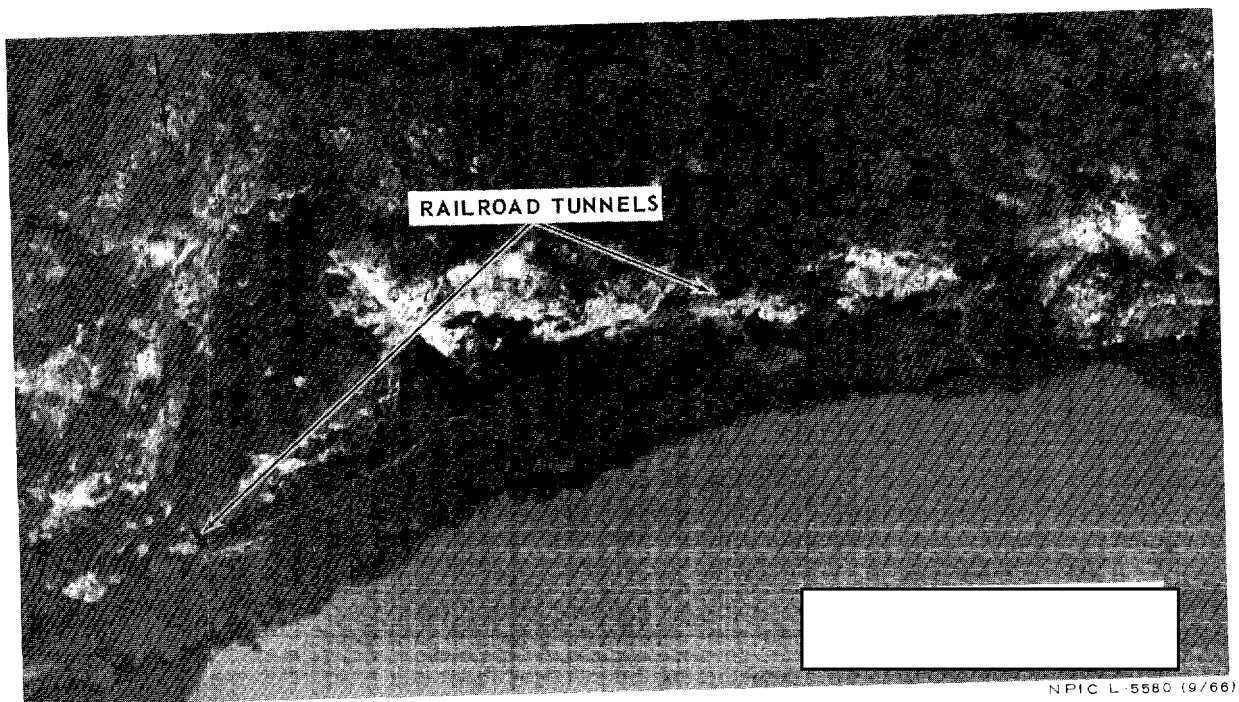
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FIGURE 15. PRESENT RAILHEAD, VINH/DONG HOI RAIL LINE, NORTH VIETNAM.



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FIGURE 16. ABANDONED RAILBED, VINH/DONG HOI RAIL LINE, NORTH VIETNAM.

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October 1966

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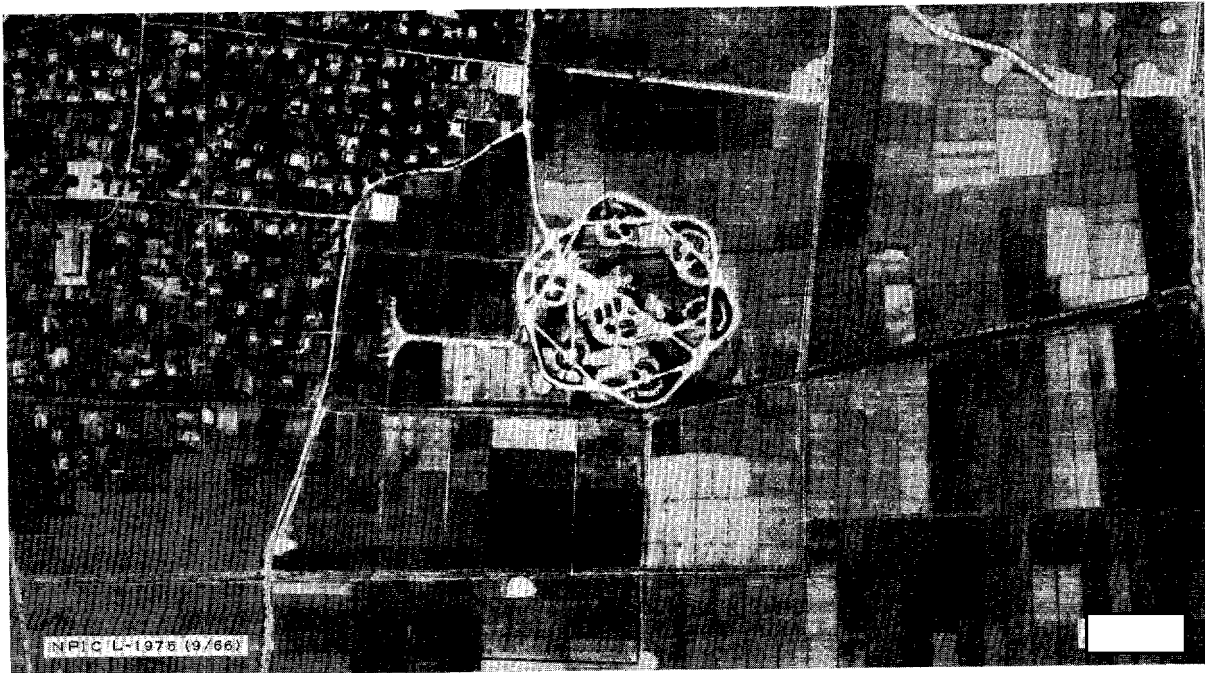
Hai Phong SAM Site A29A-2

COUNTRY	GEO COORDINATES	WAC	NPIC NO	COMOR NO
North Vietnam	20-53-11N 106-31-20E	0616	109Z	

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Location: 9.3 nm WNW of Hai Phong      Negation Date:   
 Configuration: Star  
 Status: Complete  
 Launch Facilities: 6 positions, revetted, unoccupied  
 Electronic Facilities: Central guidance area is revetted, unoccupied  
 Site Support Facilities: No buildings; no missile-hold positions  
 Security Measures: None  
 Remarks: No AAA sites within 1 nm  
 Vehicles & Equipment: 2 possible transporters and 2 vans approximately  
 500 ft west of site



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October 1966

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NAME

Hai Phong SAM Site A27-2

COUNTRY	GEO COORDINATES	WAC	NPIC NO	COMOR NO
North Vietnam	20-51-14N 106-37-45E	0616	109Z4	

REFERENCES

25X1A  
25X1C

Location: 3.2 nm west of Hai Phong      Negation Date: Cannot be negated  
Configuration: Irregular  
Status: Complete  
Launch Facilities: 6 positions, revetted, unoccupied  
Electronic Facilities: Central guidance area is revetted, unoccupied  
Site Support Facilities: No buildings; no missile-hold positions  
Security Measures: None  
Remarks: 2 AAA sites visible within 1 nm



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NAME  
Ha Noi SAM Site C3OE-2

COUNTRY	GEO COORDINATES	WAC	NPIC NO	COMOR NO
North Vietnam	21-11-50N 105-21-15E	0616	262C	

[Redacted]

[Redacted]

Location: 29.8 nw NW of Ha Noi  
Configuration: Irregular  
Status: Complete  
Launch Facilities: 4 positions, unrevetted, unoccupied  
Electronic Facilities: Central guidance area is unrevetted, unoccupied  
Site Support Facilities: No buildings; no missile-hold positions  
Security Measures: None  
Remarks: 5 AAA sites within 1 nm

Negation Date:

[Redacted]



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